

§ 25.1141

POWERPLANT CONTROLS AND ACCESSORIES

§ 25.1141 Powerplant controls: general.

Each powerplant control must be located, arranged, and designed under §§ 25.777 through 25.781 and marked under § 25.1555. In addition, it must meet the following requirements:

(a) Each control must be located so that it cannot be inadvertently operated by persons entering, leaving, or moving normally in, the cockpit.

(b) Each flexible control must be approved or must be shown to be suitable for the particular application.

(c) Each control must have sufficient strength and rigidity to withstand operating loads without failure and without excessive deflection.

(d) Each control must be able to maintain any set position without constant attention by flight crewmembers and without creep due to control loads or vibration.

(e) The portion of each powerplant control located in a designated fire zone that is required to be operated in the event of fire must be at least fire resistant.

(f) For powerplant valve controls located in the flight deck there must be a means:

(1) For the flightcrew to select each intended position or function of the valve; and

(2) To indicate to the flightcrew:

(i) The selected position or function of the valve; and

(ii) When the valve has not responded as intended to the selected position or function.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15044, Mar. 17, 1977; Amdt. 25-72, 55 FR 29785, July 20, 1990; Amdt. 25-115, 69 FR 40527, July 2, 2004]

§ 25.1142 Auxiliary power unit controls.

Means must be provided on the flight deck for starting, stopping, and emergency shutdown of each installed auxiliary power unit.

[Amdt. 25-46, 43 FR 50598, Oct. 30, 1978]

§ 25.1143 Engine controls.

(a) There must be a separate power or thrust control for each engine.

14 CFR Ch. I (1-1-11 Edition)

(b) Power and thrust controls must be arranged to allow—

(1) Separate control of each engine; and

(2) Simultaneous control of all engines.

(c) Each power and thrust control must provide a positive and immediately responsive means of controlling its engine.

(d) For each fluid injection (other than fuel) system and its controls not provided and approved as part of the engine, the applicant must show that the flow of the injection fluid is adequately controlled.

(e) If a power or thrust control incorporates a fuel shutoff feature, the control must have a means to prevent the inadvertent movement of the control into the shutoff position. The means must—

(1) Have a positive lock or stop at the idle position; and

(2) Require a separate and distinct operation to place the control in the shutoff position.

[Amdt. 25-23, 35 FR 5677, Apr. 8, 1970, as amended by Amdt. 25-38, 41 FR 55467, Dec. 20, 1976; Amdt. 25-57, 49 FR 6849, Feb. 23, 1984]

§ 25.1145 Ignition switches.

(a) Ignition switches must control each engine ignition circuit on each engine.

(b) There must be means to quickly shut off all ignition by the grouping of switches or by a master ignition control.

(c) Each group of ignition switches, except ignition switches for turbine engines for which continuous ignition is not required, and each master ignition control must have a means to prevent its inadvertent operation.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15044 Mar. 17, 1977]

§ 25.1147 Mixture controls.

(a) If there are mixture controls, each engine must have a separate control. The controls must be grouped and arranged to allow—

(1) Separate control of each engine; and

(2) Simultaneous control of all engines.

(b) Each intermediate position of the mixture controls that corresponds to a normal operating setting must be identifiable by feel and sight.

(c) The mixture controls must be accessible to both pilots. However, if there is a separate flight engineer station with a control panel, the controls need be accessible only to the flight engineer.

§ 25.1149 Propeller speed and pitch controls.

(a) There must be a separate propeller speed and pitch control for each propeller.

(b) The controls must be grouped and arranged to allow—

(1) Separate control of each propeller; and

(2) Simultaneous control of all propellers.

(c) The controls must allow synchronization of all propellers.

(d) The propeller speed and pitch controls must be to the right of, and at least one inch below, the pilot's throttle controls.

§ 25.1153 Propeller feathering controls.

(a) There must be a separate propeller feathering control for each propeller. The control must have means to prevent its inadvertent operation.

(b) If feathering is accomplished by movement of the propeller pitch or speed control lever, there must be means to prevent the inadvertent movement of this lever to the feathering position during normal operation.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-11, 32 FR 6913, May 5, 1967]

§ 25.1155 Reverse thrust and propeller pitch settings below the flight regime.

Each control for reverse thrust and for propeller pitch settings below the flight regime must have means to prevent its inadvertent operation. The means must have a positive lock or stop at the flight idle position and must require a separate and distinct operation by the crew to displace the control from the flight regime (forward

thrust regime for turbojet powered airplanes).

[Amdt. 25-11, 32 FR 6913, May 5, 1967]

§ 25.1157 Carburetor air temperature controls.

There must be a separate carburetor air temperature control for each engine.

§ 25.1159 Supercharger controls.

Each supercharger control must be accessible to the pilots or, if there is a separate flight engineer station with a control panel, to the flight engineer.

§ 25.1161 Fuel jettisoning system controls.

Each fuel jettisoning system control must have guards to prevent inadvertent operation. No control may be near any fire extinguisher control or other control used to combat fire.

§ 25.1163 Powerplant accessories.

(a) Each engine mounted accessory must—

(1) Be approved for mounting on the engine involved;

(2) Use the provisions on the engine for mounting; and

(3) Be sealed to prevent contamination of the engine oil system and the accessory system.

(b) Electrical equipment subject to arcing or sparking must be installed to minimize the probability of contact with any flammable fluids or vapors that might be present in a free state.

(c) If continued rotation of an engine-driven cabin supercharger or of any remote accessory driven by the engine is hazardous if malfunctioning occurs, there must be means to prevent rotation without interfering with the continued operation of the engine.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-57, 49 FR 6849, Feb. 23, 1984]

§ 25.1165 Engine ignition systems.

(a) Each battery ignition system must be supplemented by a generator that is automatically available as an alternate source of electrical energy to allow continued engine operation if any battery becomes depleted.